



AJ+C
ALLEN JACK+COTTIER

MENANGLE PARK TOWN CENTRE UPDATED MASTER PLAN REPORT

JULY 2021 | DAHUA GROUP



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MENANGLE PARK TOWN CENTRE UPDATED MASTER PLAN REPORT

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Date	Revision	Status	By	Checked
03/06/2021	DRAFT 01	ISSUE FOR INFORMATION	DW	DC
02/07/2021	DRAFT 02	ISSUE FOR INFORMATION	DW	DC

DRAFT

1.0

EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Master Plan Report has been prepared by Allen Jack+Cottier (AJ+C) for Dahua Group to recommend an appropriate Built Form outcome for the Menangle Park Town Centre (MPTC).

The Town Centre will be part of an overall Menangle Park Master Plan developed by Roberts Day for the 958 hectare Menangle Park Urban Release Area (URA). That master plan will deliver 5,250 dwellings, 44 ha of parks and open space and 25 ha of employment lands.

This updated Master Plan for the MPTC builds upon the Master Plan presented to Council on the 21st of February 2021. In particular the plan has been amended to respond to Council comments which included:

- Explore alternative uses in the south west quadrant to provide greater density closer to station
- Relocate child care and introduce suitable use (not fast food) to provide activation to riparian corridor
- Improve the Fitzpatrick street connection to the Green Spine
- Commercial GFA modified/confirmed by updated demand assessment (By Location IQ)

As well as advice from Dahua:

- Revised area targets
- Reduce basement extents
- Reduce extent of sleeving

AJ+C explored multiple options to retain the positive attributes of the previous Master Plan and address Council and Dahua comments.

Modifications include the following:

- Relocate child care, replacing location with food & beverage precinct to provide activation to the riparian zone
- Fitzpatrick street modified to connect to Green Spine as a regular street intersection
- Commercial GFA modified to correspond to the updated demand assessment (By Location IQ)
- Relocate retail to the north, and replace with several blocks of medium-density / townhouses to capitalise on proximity to the train station.



Figure 01: Original Master Plan

The previous master plan would deliver the following :

- **23,500m² GFA** of retail space delivered in 2 stages including 2 full line supermarkets.
- **12,500m² GFA** of non-retail commercial uses such as a sales centre, civic centre, food & beverage, childcare and gym.
- **44 townhouses** and **310 apartments (354 dwellings)**
- A **850m² retail-oriented town square**
- A **children's play park** extending from the riparian corridor to the town square.



Figure 02: Amended Master Plan

The revised master plan will deliver:

- **20,850m² GFA** of retail space delivered in 2 stages including 2 full line supermarkets.
- **9,150m² GFA** of non-retail commercial uses such as food & beverage, childcare medical and office.
- **56 townhouses** and **297 apartments (353 dwellings)**
- A **1,450m² retail-oriented town square** split into two stages by a dividing street.
- A **children's play park** extending from the riparian corridor to the town square.
- In addition to the above building areas a number of future development sites are identified that will add a series of sleeved developments providing enhanced streetscape and pedestrian experience. This sleeving product will ultimately provide an additional **31 townhouse dwellings**.

1.2 DESIGN PROCESS

In order to arrive at the final amended master plan, several site layout options were explored. Of these, three were developed in detail.

Common features to each option include the following:

- ~30,000m² GFA retail centre with community and commercial uses
- Internal and external specialty retail anchored by a 3,700m² full line supermarket (Stage 1) a second 3,900m² full line supermarket and a metro sized 1,750m² supermarket (Stage 2).
- Public spaces including a town park connected to the Riparian Zone, a centrally located town square and civic buildings
- Approximately 330 multi residential apartments
- Approximately 75 townhouses
- A central main street with retail frontage
- Connections to existing and future streets
- Sleeving of surface car parks with contributory building uses as far as possible.
- Positive interface with the riparian corridor to the north and the green spine link to the east.

Analysis of each option can be viewed in previous issues of this report. Ultimately, **Option 3** was selected for further development.

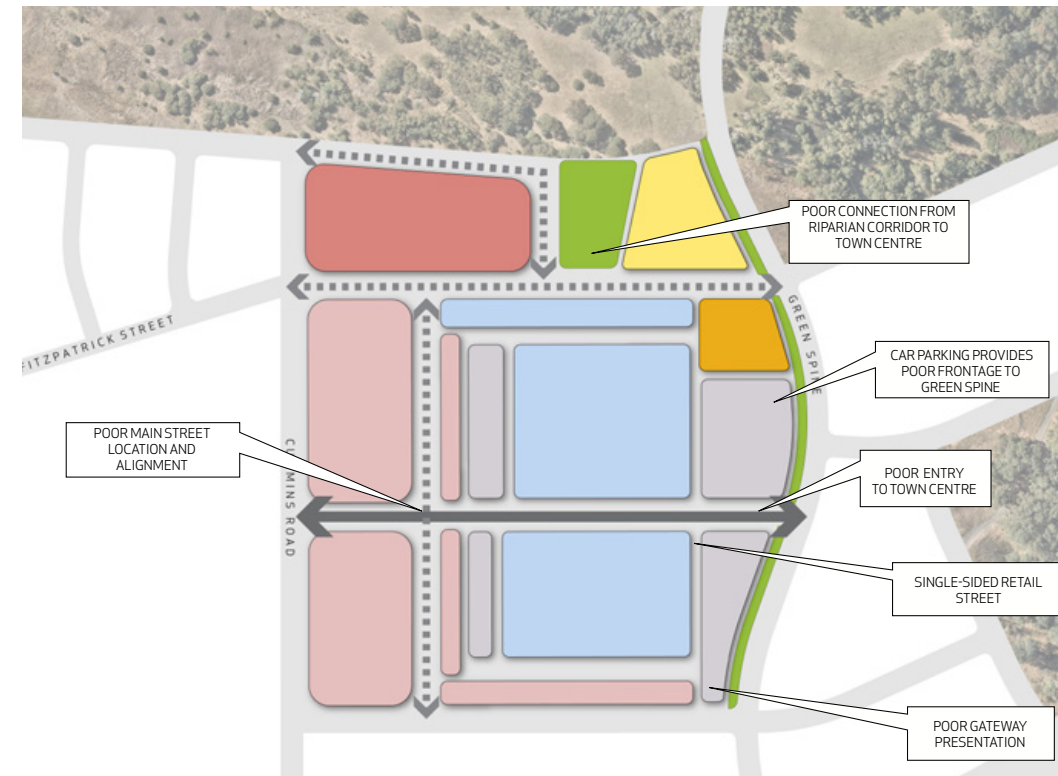


Figure 03: Option 1 - Retail facing Green Spine

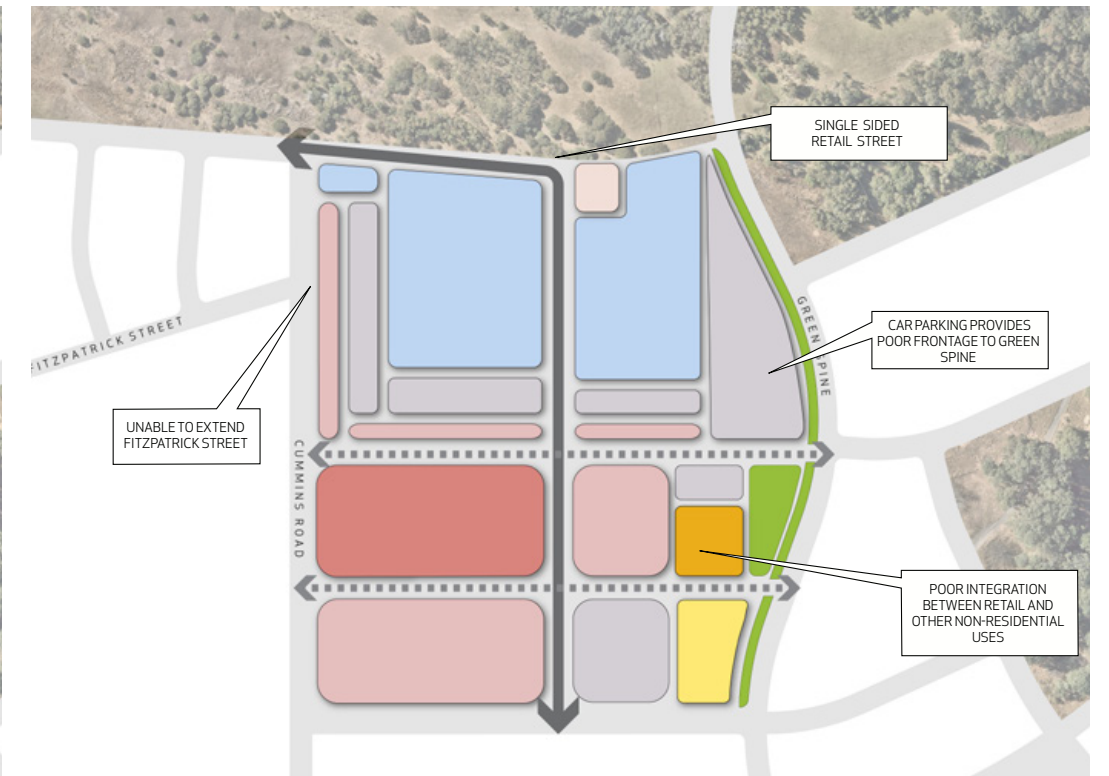


Figure 04: Option 2 - Retail facing Riparian Corridor

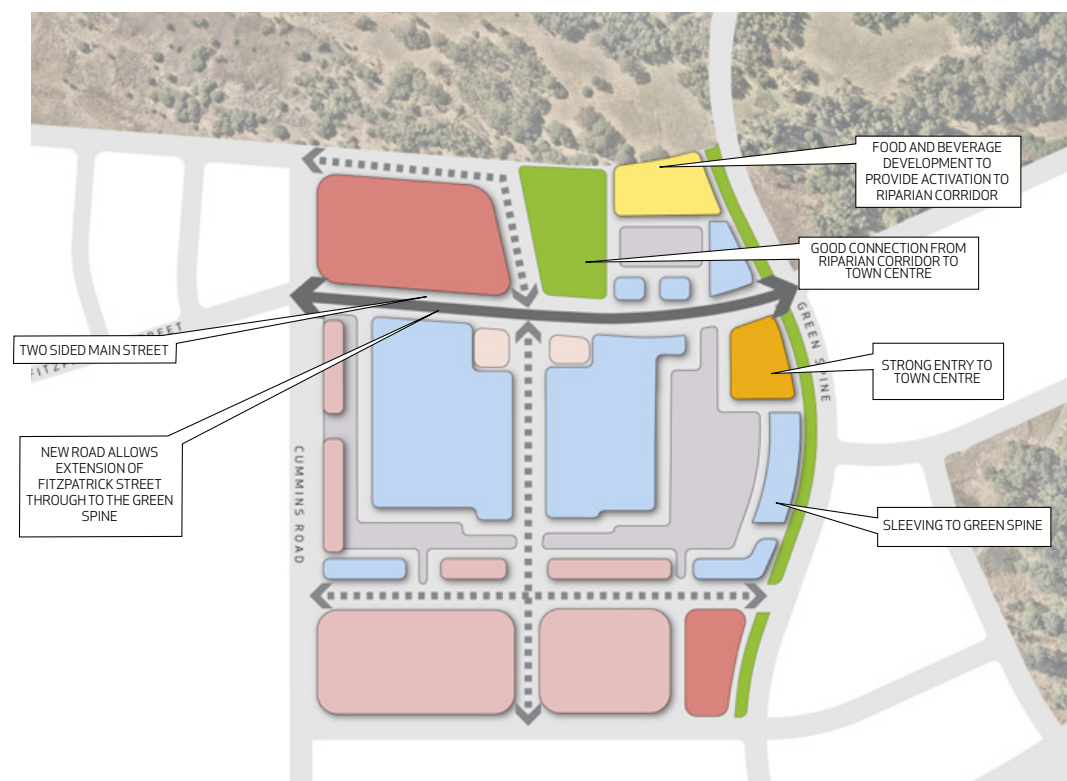


Figure 05: Option 3 - Retail facing extended Fitzpatrick Street

LEGEND

- Apartment Development
- Townhouse Development
- Food & Beverage
- Retail
- Open Space
- Child Care
- Town Square
- Carpark

1.3 RECOMMENDED MASTER PLAN

The updated master plan builds upon the positive factors of the original master plan while integrating enhanced urban design outcomes including better activation to the Riparian Zone, a direct connection between Fitzpatrick St and the Green Spine, improved location for the child care and the residential development to the south.

Structure Plan

Like the original Master Plan the proposed street network connects to existing and future streets along two axes that meet at the centre of the site. This creates the natural location for a town square at the crossroads.

The revised network allows the continuation of Fitzpatrick with a stronger connection to the Green Spine, curving in the east to allow for an appropriate and safe intersection at the Green Spine. The increased width of the site where the retail has been relocated has also permitted the central north-south street that divides the retail streets to become a trafficable, lightly activated street. All avenues converge at the town square, creating an obvious centre with strong visual connections into and from the site.

Uses

The main retail component occupies the middle of the MPTC. The eastern portion contains the Stage 1 retail, anchored by a full line supermarket. The western portion is the location of the Stage 2 retail, which is proposed as being anchored by a second full line supermarket and a metro sized supermarket. A 1,450m² Town Square links the two retail stages providing a meeting place at the heart of the Town Centre activated by cafés and restaurants

The northeast site contains a town park connecting the Riparian Zone to the north into the centre of the site. This site is the position of the civic and entertainment uses, becoming the focal gateway into the site with the park allowing an uninterrupted view from the green spine through to the Town Square. This is the main open space offering within the Town Centre, which will include a children's play-park, pedestrian and bicycle paths. The northeast site also includes commercial space and a food and beverage venue fronting onto the Riparian Zone. This food and beverage venue will also function as a gateway building from the northern approach, identifying the Town Centre as somewhere to stop and explore.

The north west site will be the location of medium-to-high density residential where it benefits from co-location with open space, retail and services. Shop top housing is proposed along the Main Street, to contribute to its activation, with 4-storey residential flat buildings across the remainder. The southern site will contain a mixture of townhouse and apartment developments benefiting from its proximity to Menangle Park train station.

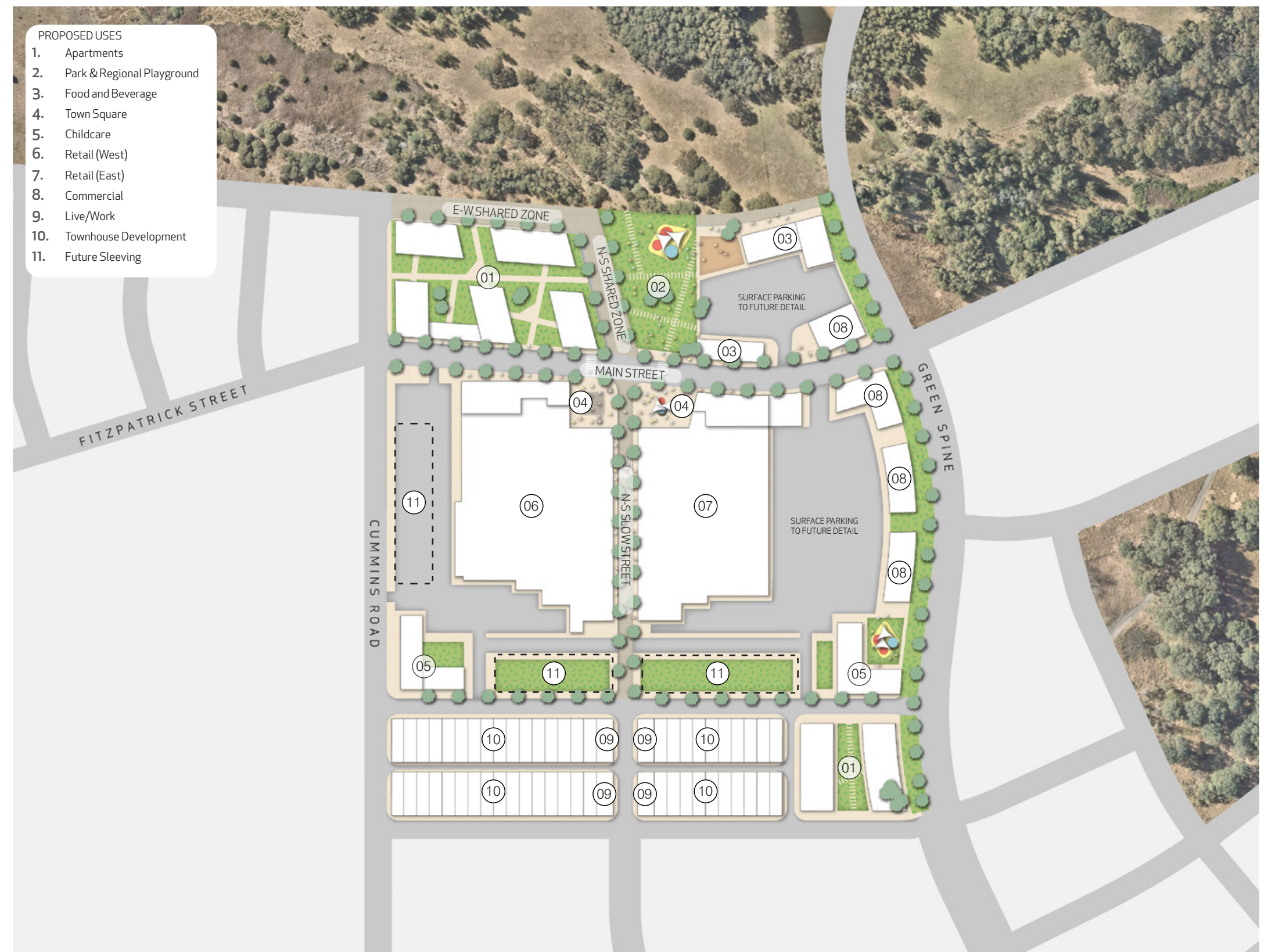
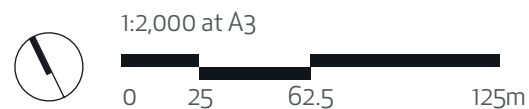


Figure 06: Recommended Illustrative Master Plan



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2.0

MASTER PLAN
DETAIL

2.1 LONGER TERM MASTER PLAN OUTCOME

The medium term master plan will deliver the bulk of the development over five stages providing retail, commercial, child care, food & beverage and residential product along with a town park.

At this stage there will still be parking and service areas highly visible from the street particularly the southern edges of Retail Stages 1 & 2 and the parking for Retail Stage 2 along Cummins Road.

Early on and until demand is established temporary walls or signage could be used to help conceal these areas.

Ultimately, when dependence on private vehicular transport reduces there are opportunities to replace at-grade parking with live-work development along Cummins Road and directly to the south of the retail stages. Given the uncertainty in a time line for a significant drop in private vehicle use, future townhouse sleeving yield is included separately in yield schedules.



The medium term master plan will deliver:

- **20,850m² GFA** of retail space delivered in 2 stages including 2 full line supermarkets.
- **4,900m² GFA** of non- retail commercial uses such as food & beverage, childcare medical other commercial and future office sleeving. An additional **4,250m²** commercial GFA will ultimately be available through future sleeving development.
- **56 townhouses** and **297 apartments (353 dwellings)**
- A **1,450m² retail-oriented town square** split into two stages by a dividing street.
- A **children's play park** extending from the riparian corridor to the town square.



The long term master plan will deliver:

- A series of sleeved developments providing enhanced streetscape and pedestrian experience. This sleeving product will ultimately provide an additional **31 townhouse dwellings**.

2.2 TOWN CENTRE STAGING

01. RETAIL STAGE 1 is proposed to be the first retail stage. It consists of a full line supermarket, mini-major, associated specialty retail, parking and loading

02. NORTH EAST SITE could occur concurrently with Stage 1, dependant on market conditions, in order to provide 'Diversity at Stage 1'. Stage 2 covers the civic zone consisting of park and playground, commercial, as well as food and beverage tenancies.

Locating Stages 1 and 2 along the green spine directly to the east of the MPTC site will ensure a strong presence and urban form early in the development of the centre.

03. RETAIL STAGE 2 will continue the retail development, completing the middle retail zone. This retail will benefit from the established presence of Stage 1 retail and the north east site.

04. RESIDENTIAL proposes a residential precinct to the south featuring townhouse development and a four storey apartment building fronting the Green Spine. The residential development will capitalise on its proximity to the train station (1.2 km to the south)

05. SHOP-TOP HOUSING proposes a flexible mixed use site to the north that will be largely driven by future market demands. It is shown here as shop-top apartment housing but could also be expanded to create a third retail-centred quadrant.

SLEEVING - at-grade parking & servicing should be sleeved to the greatest degree possible.

As the development progresses and housing and business demand increases, it will become possible to sleeve parking and services with attractive medium density (including live/work tenancies) product that contributes to street-life and creates a better pedestrian environment.

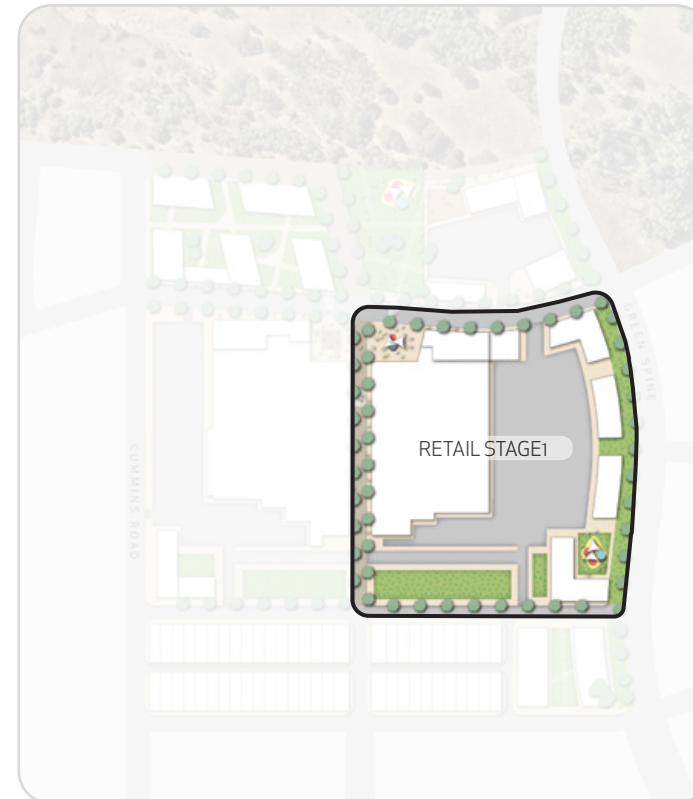


Figure 07: Stage 1

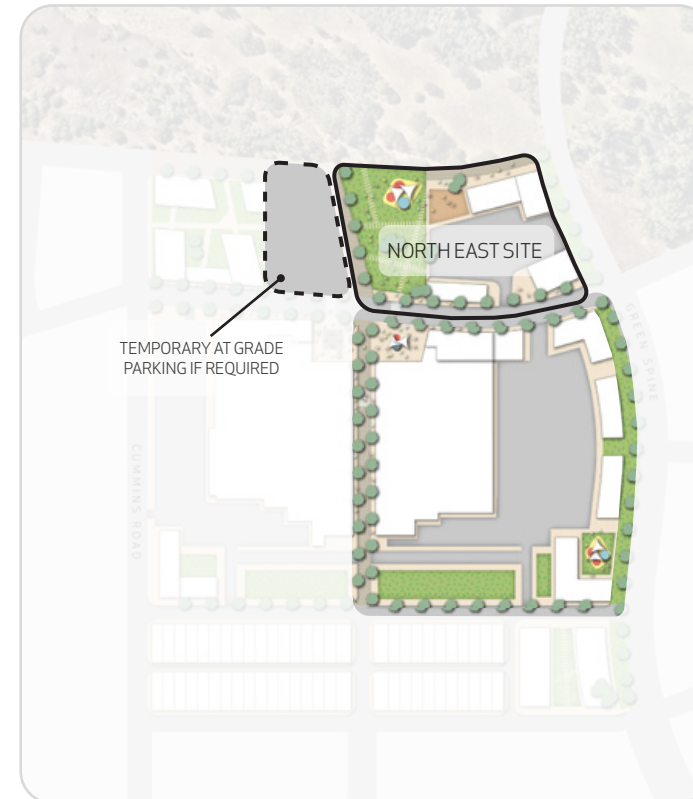


Figure 08: Stage 2

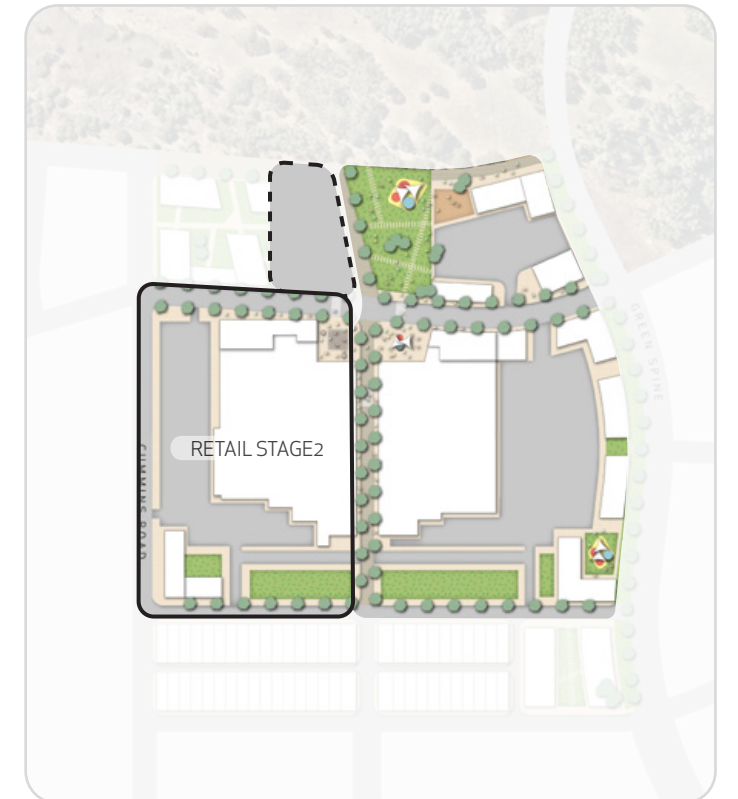


Figure 09: Stage 3

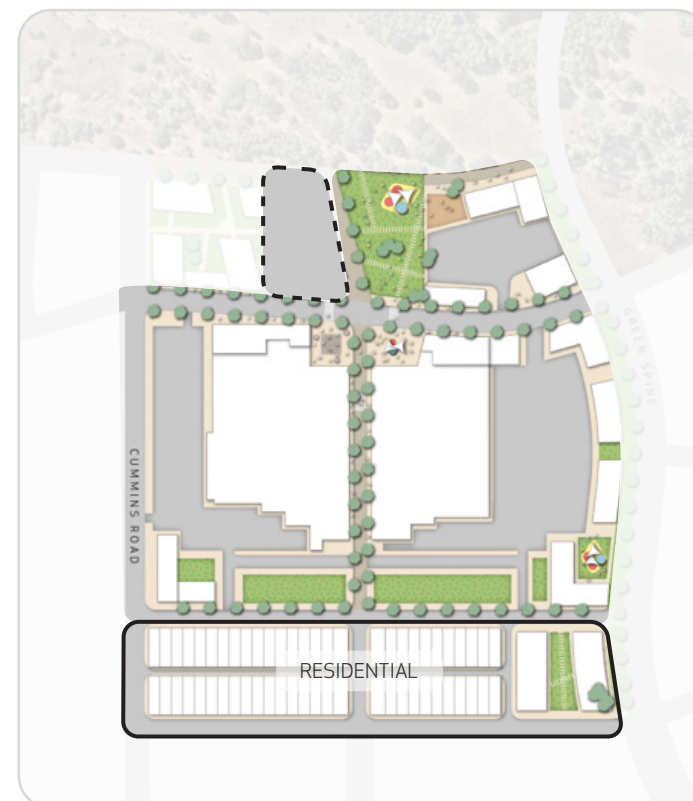


Figure 10: Stage 4



Figure 11: Stage 5

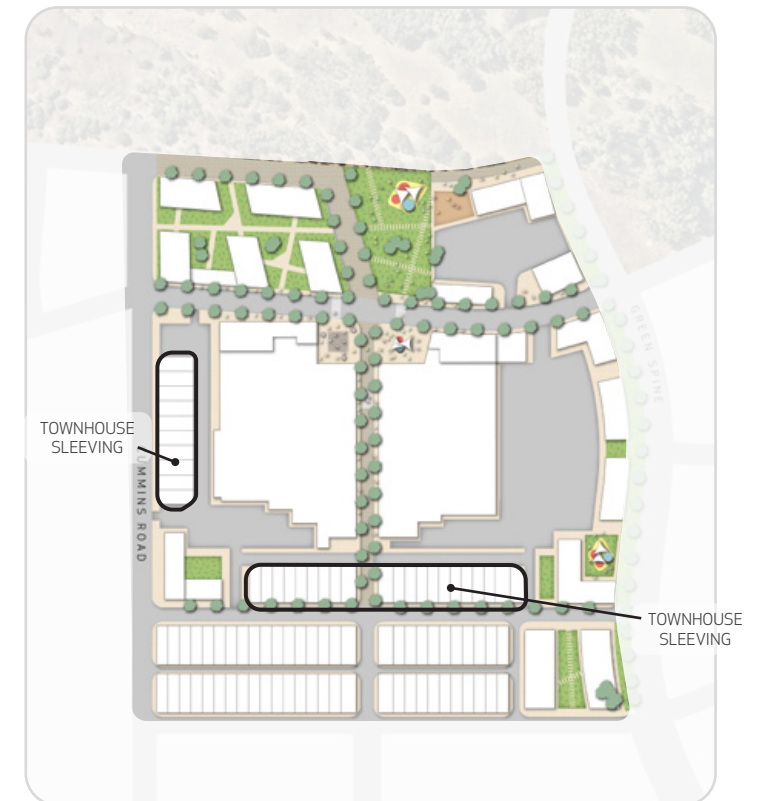


Figure 12: Future Slewing

2.3 ACCESS & SERVICING

Local residents and visitors to the Town Centre can approach from several directions, including using a signalised intersection on the Green Spine. Truck access to both retail stages is provided from the southern approach, meaning the large service vehicles associated with a major retail centre will not need to traverse the central or main streets

The car parking and servicing strategy is as follows:

- Primary customer access to Stage 1 Retail is from Main Street via the Green Spine.
- Primary customer access to Stage 2 Retail is from Main Street via Cummins Road.
- Primary access to the Civic Quarter is from Main Street
- There are separate ramps to access basement parking under Stage 1 and Stage 2 retail.
- Basements for Stage 1 and Stage 2 retail are connected underground.
- Servicing for the Retail stages is accessed from the south, with trucks provided with a right-in / left-out intersection with the Green Spine.
- Servicing for the residential areas and north east quarter will be less frequent and involve smaller trucks than the retail stages and so are permitted to access these areas via Main Street
- Basement parking for Retail Stage 1 is provided to the east of the building. Basement parking for Retail Stage 2 is accessed to the east and will ultimately be screened by commercial building development.

ACCESS LEGEND

- ◄● Service Access
- ◄ Carpark Access
- ◄ Traffic Direction
- Signalised Intersection
- ☼ Indicative locations of ramp access to basements

1:2,000 at A3

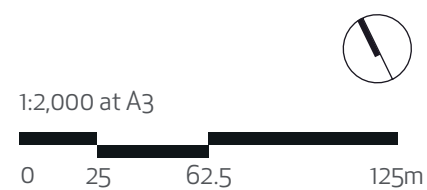


2.4 INDICATIVE BUILDING HEIGHTS AND GROUND LEVELS

Height of buildings for the MPTC are as follows

- Both retail stages will include one storey buildings with two storey office tenancies along the main street.
- Three storey townhouses to the south will provide appropriate transition from the adjacent residential development.
- Multi residential apartments in the south east will be kept at four storeys to provide a landmark gateway development.
- The north west shop top housing development will transition from six storeys along the main street down to four storeys at the Riparian Zone.
- Buildings along the Green Spine will be a minimum of two storeys.

① Proposed height of building
+83.0 Proposed RL
FL84.5 Proposed Floor Level



2.5 RETAIL LAYOUT

The sub-regional retail centre proposed for the town centre has been designed to be delivered in two stages: Stage 1 (east) and Stage 2 (west).

Stage 1 retail is provided with a surface parking lot accessed from the Main Street and, in the initial stage, visible from the green spine. Stage 1 retail parking is provided at-grade with the remainder at basement level. The visibility of a conveniently located, large at-grade carpark is critical to the feasibility and success of the Stage 1 retail.

Stage 2 retail is expected to support a greater quantum of basement parking, as the economics of extending an existing neighbourhood retail centre are different to the establishment of a new centre in an untested location.

Proposed Uses at the retail stages:

1. Town Square
2. Retail Street
3. Full-line Supermarket
4. Metro-Sized Supermarket
5. Mini Majors

LEGEND

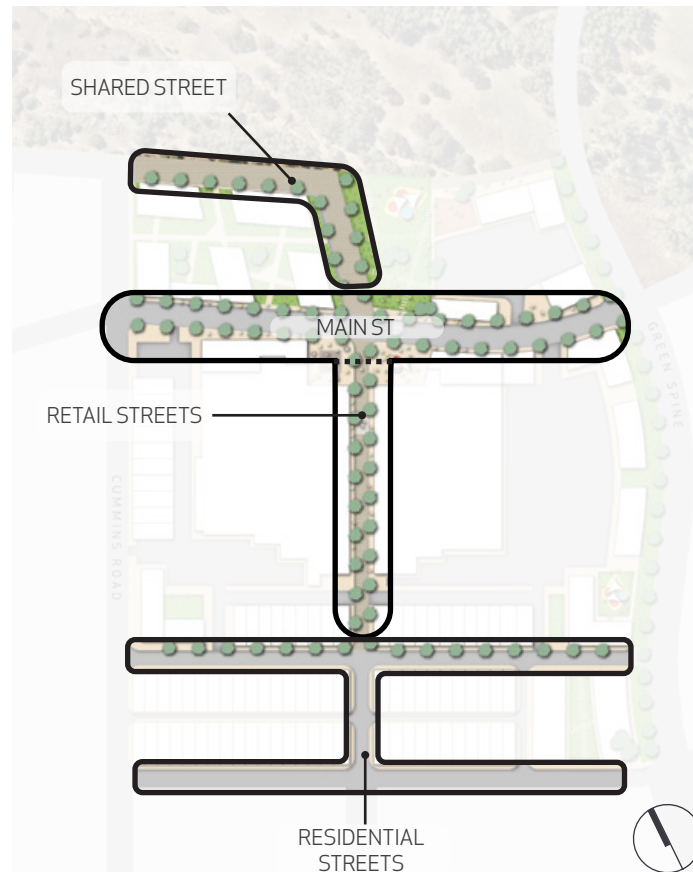
- Anchor
- Mini - Major
- Specialty - External
- Specialty - Internal
- Services
- Retail Mall

1:1,250 at A3



2.6 KEY SPACE & BUILDING TYPOLOGIES

STREETS



Retail Streets

Main Street, extending from Fitzpatrick Street to the Green Spine, and the North-South Street, between the retail stages, will be destination streets providing outdoor dining, retail frontages facing onto wide footpaths, planting and kerbside 'trophy parking'.

Complementing the retail stages to the south, the northern side of Main Street will be provided with food and beverage tenancies as well as shop-top housing to add to the streets' vibrancy and activation.

Shared Streets

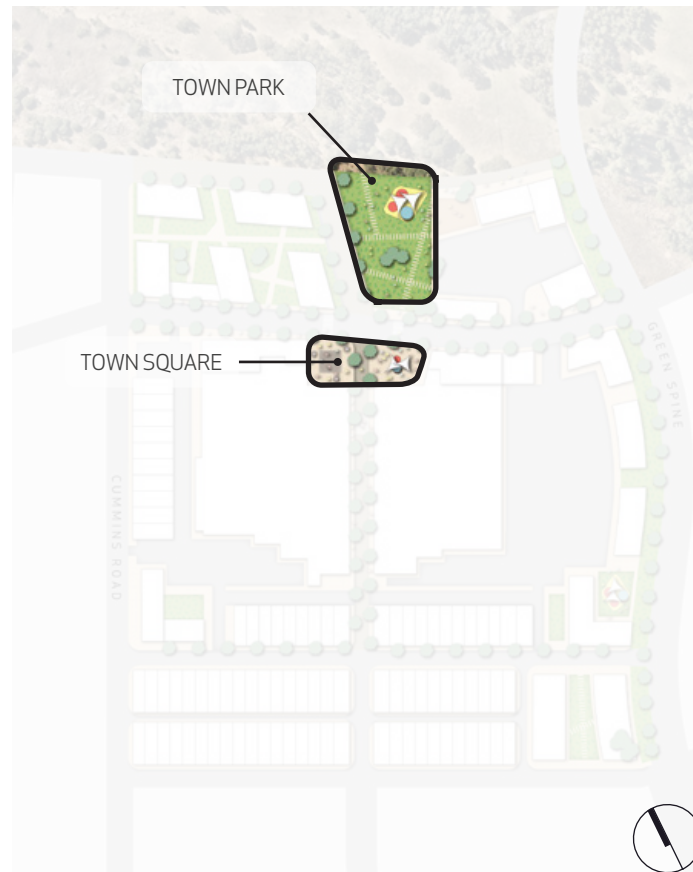
The street extending from the north west corner of the site through to the Town Square will be designated as a shared zone allowing fair use between vehicles, bicycles, and pedestrians.

The majority of road will be used for local traffic only and for residents of the north west development. Textured pavement flush with the kerb will reinforce the changed traffic conditions and posted street sign marking reduced speed (10km).

Street furniture and landscaping can be used to further calm vehicular traffic and provide additional space for recreation and casual interaction.



OPEN SPACES



Town Square

The Town Square will provide a key urban space in the centre of the precinct with opportunities for movable furniture, outdoor dining and water features. Flexibility will be provided for performances, stalls and other programmed events.

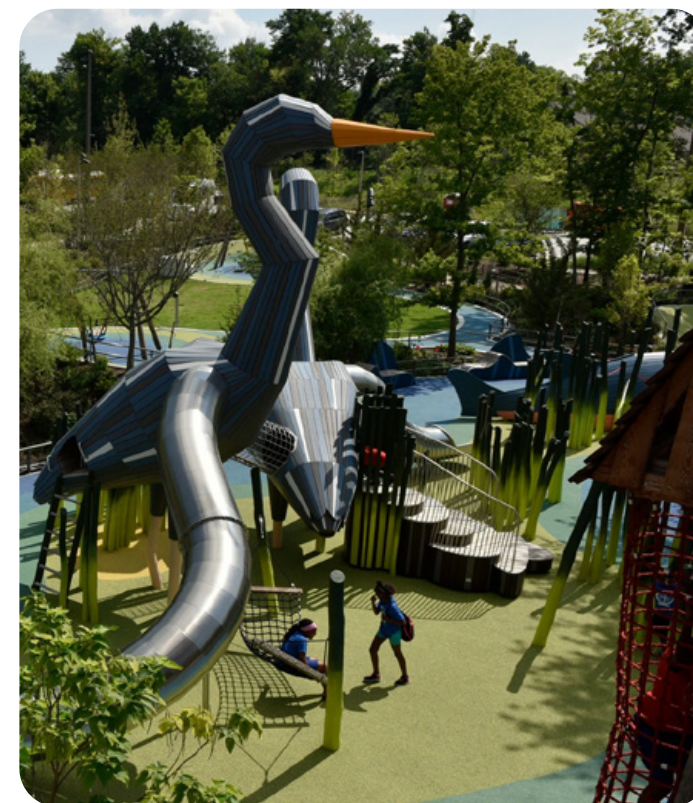
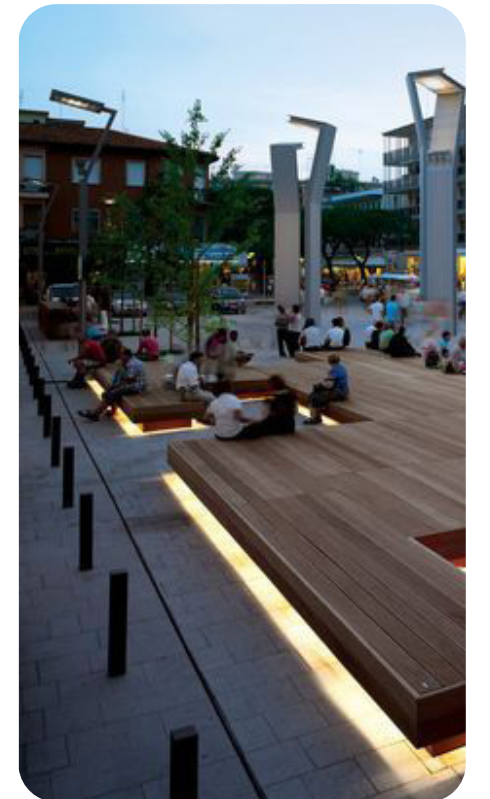
The Town Square will also act as the entry plaza to Stage 1 & 2 retail. Bisecting the town square will be a shared street which will offer safe pedestrian access between the retail buildings.

Town Park

The Town Park will link the Riparian Zone to the Town Square. Part or all of the Park will be dedicated to a children's playground, which will be visible from the Green Spine when approaching from the north. A proposed large sculptural play feature provides a signpost for the play space. The play park has the opportunity to spill into the Riparian Zone adding an important connection to nature promoting adventure and a love of the outdoors. Playgrounds will be designed to be inclusive spaces for children of all ages and abilities, meeting the NSW Government's Everyone Can Play Guidelines.

A proposed linear water feature will travel from the Riparian Zone through to the Town Square and retail entrances. Along with its play value, it will contribute to visual amenity and climate amelioration.

The food and beverage tenancies, as well as the commercial buildings will provide surrounding activation and casual surveillance. As well as the play spaces, the Park will also offer passive recreation opportunities, with a range of facilities which could include BBQ and picnic spaces.



GATEWAY BUILDINGS



The four corners surrounding the two retail stages are proposed to hold a variety of different building types. Each needs to be of a sufficient scale and building design to identify to casual visitors that they are entering a sub-regional centre that differs from the mostly low-density residential communities that surround it.

Food & Beverage

A major food and beverage tenant is proposed to occupy the corner building within the North East Site acting as the gateway building from the north, where it can benefit from an aspect onto the Riparian Zone. This use will also provide activation along the Riparian Zone and to the Town Park. The building must contribute to the Town Centres sense of place whilst providing entertainment and a place to meet for individuals, groups and families. Indoor spaces should maintain visual connection to the external spaces in particular the Riparian Zone and the park.

Child Care

A Child Care Centre is proposed on the southeast corner of Retail Stage 1, which is appropriate as an early community-servicing use that will bring local residents to the town centre. However, this building type is often low-scale and inward facing. Its building design will therefore need to be carefully considered to complement its positioning in the town centre.

Commercial

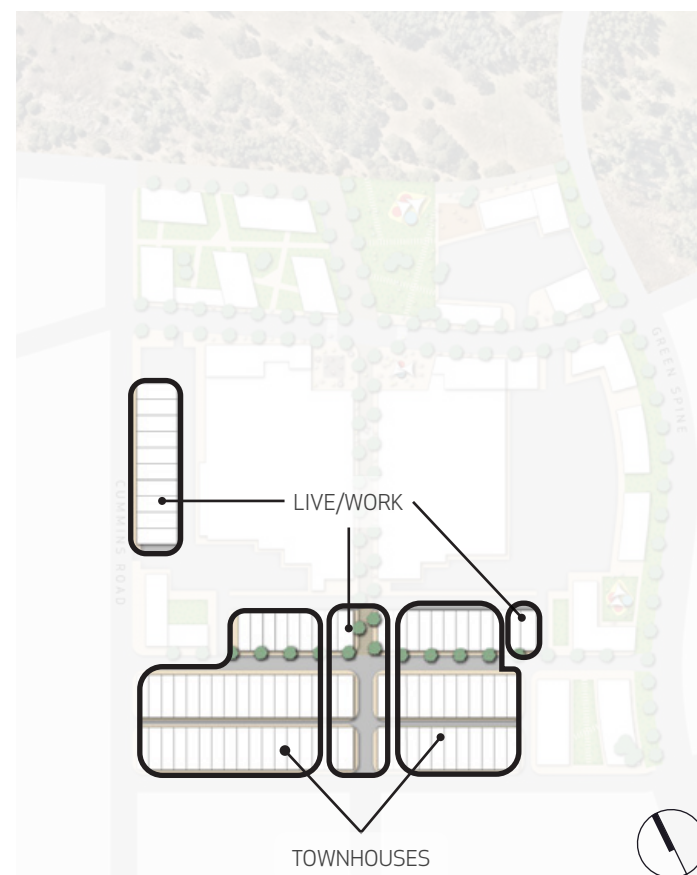
A Commercial building is proposed on the southwest corner of the town centre, with tenant type still to be determined. This building type will comfortably 'hold' the corner, and does not need foot traffic to be viable.

Shoptop Housing

Shoptop housing is proposed on the northwest corner of the town centre, where it can contribute to the retail activation of Main Street facing south and provide residents with the benefit of views over the Riparian Zone.



TOWNHOUSES & LIVE-WORK SLEEPING



Townhouses

Medium density townhouse product is proposed to the south of the site providing appropriate residential façades facing the low- and medium- density residential communities that will surround the Town Centre. The position also maximises its proximity to the train station.

Townhouse sleeving is proposed to the south of the retail to provide development that contributes to street-life and creates a better pedestrian environment.

As those townhouses used as sleeving will be facing the parking lots and service areas of the Retail, they are proposed to be provided with single- or double- garages accessed off a shared service lane. The habitable rooms will be positioned above, set back from the garage line. This will allow living rooms to front onto planted roof decks, rather than facing directly onto the service areas below.

Live-Work

Live-work development will be provided along the south of the retail street and wherever future sleeving to car parks provides appropriate frontage for access to the 'work' component of the typology.

These live-work dwellings create a natural extension of the retail space and provide a sustainable alternative residential typology providing owners the opportunity to operate a small business and enterprise.



2.7 YIELD SHEETS

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TOTAL BUILDING AREAS, NOT INCLUDING FUTURE SLEEVING

		GLA m²	GFA m²
Retail			
	Retail Stage 1	7,645	9,570
	North East Site	0	0
	Retail Stage 2	8,920	10,820
	Residential	0	0
	Shop Top	350	438
TOTAL		16,915	20,828
Non Retail			
	Retail Stage 1	4,335	5,100
	North East Site	2,160	2,542
	Retail Stage 2	1,293	1,522
	Residential	0	0
	Shop Top	0	0
TOTAL		7,789	9,163
TOTAL RETAIL/COMMERCIAL		24,704	29,991
		NSA m²	
	Residential Townhouse	8,840	10,400
	Apartment	5,712	6,720
	Shop Top Apartment	13,233	15,568
TOTAL RESIDENTIAL	TOTAL	27,785	32,688
Dwellings			
	Total Townhouse	52	
	Total Live-Work	4	
	Total Apartment	297	
	Total Dwelling	353	
TOTAL GFA			83,506

CARPARKING

Carspaces required

Retail Stage 1	533
North East Site	207
Retail Stage 2	497
Residential	160
Shop Top	298

Total Required 1694

Carspaces Provided

Retail Stage 1	532
North East Site	207
Retail Stage 2	493
Residential	165
Shop-Top	298

Total Provided 1695

FUTURE SLEEVING

		GLA m²	GFA m²
Non Retail			
TOTAL		0	0
TOTAL RETAIL/COMMERCIAL		0	0
		NSA m²	
Retail Stage 1 Sleevig	Storeys		
	Townhouse	1,530	1,800
	Live Work	510	600
Retail Stage 2 Sleevig			
	Townhouse	1,360	1,600
	Live Work	1,870	2,200
TOTAL RESIDENTIAL	TOTAL	5,270	6,200
		Total Townhouses (250m²)	17
		Total Live- Work (250m²)	14
TOTAL GFA			6,200

Carspaces Required

Retail	(5 per 100m² GLAR)	0
Townhouse	(1 per Townhouse)	31

Total Required 31

Carspaces Provided

At Grade	
Basement / Deck	31
Street Parking	0

Total Provided 31

TOTAL BUILDING AREAS INCLUDING FUTURE SLEEVING

		GLA m²	GFA m²
Retail			
	Retail Stage 1	7,645	9,570
	North East Site	0	0
	Retail Stage 2	8,920	10,820
	Residential	0	0
	Shop Top	350	438
TOTAL		16,915	20,828
Non Retail			
	Retail Stage 1	4,335	5,100
	North East Site	2,160	2,542
	Retail Stage 2	1,293	1,522
	Residential	0	0
	Shop Top	0	0
TOTAL		7,789	9,163
TOTAL RETAIL/COMMERCIAL		24,704	29,991
		NSA m²	
Residential			
	Residential Townhouse	8,840	10,400
	Apartment	5,712	6,720
	Shop Top Apartment	13,233	15,568
Retail Stage 1 Sleevig			
	Townhouse	1,530	1,800
	Live Work	510	600
Retail Stage 2 Sleevig			
	Townhouse	1,360	1,600
	Live Work	1,870	2,200
TOTAL RESIDENTIAL	TOTAL	33,055	38,888
Dwellings			
	Total Townhouse	52	
	Total Live-Work	4	
	Total Apartment	297	
	Total Future Sleeveir	31	
	Total Dwelling	384	
TOTAL GFA			89,706

CARPARKING

Carspaces required

Retail Stage 1	533
North East Site	207
Retail Stage 2	497
Residential	160
Shop Top	298
Sleevig	31

Total Required 1725

Carspaces Provided

Retail Stage 1	532
North East Site	207
Retail Stage 2	493
Residential	165
Shop-Top	298
Sleevig	31

Total Provided 1726

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NORTH EAST SITE		GLA m ²	GFA m ²
Retail	Majors	0	0%
	Mini Majors	0	0%
	Specialty total	0	0%
	internal	0	0%
	external	0	0%
	TOTAL	0	0
Non Retail	food & beverage	939	1,105
	Commercial 1	867	1,020
	Commercial 2	354	417
	TOTAL	2,160	2,542

RESIDENTIAL SOUTH STAGE		GLA m²	GFA m²
Retail	Majors	0	0%
		0	
	Mini Majors	0	0%
	Specialty total	0	0%
	internal	0	0%
	external	0	0%
	TOTAL	0	0
Non Retail		0	0
		0	0
	TOTAL	0	0
TOTAL RETAIL/COMMERCIAL		0	0

NSA m²

TOTAL RETAIL/COMMERCIAL		2,160	2,542
TOTAL RESIDENTIAL		0	0
TOTAL GFA			2,542
Carspaces Required			
Retail (5 per 100m ² GLAR)	0		
Commercial (1 per 35m ² GFA)	41		
Tavern (1.5 spaces per 10m ² GFA)	166		
Total Required	207		
Carspaces Provided		Surface Area	Car space per m²
At Grade	64	na	30
Basement	81		
Street Parking	10		
At Grade (temporary NW Quad)	52		
Total Provided	207		* - measured GFA

Residential		Storeys	NSA m ²	
	Townhouse		8,840	10,400
	Live - Work		680	800
	B1	4	2,856	3,360
	B2	4	2,856	3,360
TOTAL RESIDENTIAL		TOTAL	15,232	17,920

Total Townhouses	52
Total Live-Work	4
Total Apartments (75m²)	90

TOTAL GFA	17,920
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Carspaces Required	
Residential Apt	108
Townhouse (1 per Townhouse)	52
Total Required	160

Carspaces Provided	
At Grade	44
Basement	121
Street Parking	0
Total Provided	165

FUTURE SLEEVING		GLA m ²	GFA m ²
Non Retail			
TOTAL		0	
TOTAL RETAIL/COMMERCIAL		0	
		NSA m ²	
Retail Stage 1 Sleevling	Storeys		
	Townhouse	1,530	1,800
	Live Work	510	600
Retail Stage 2 Sleevling			
	Townhouse	1,360	1,600
	Live Work	1,870	2,200
TOTAL RESIDENTIAL	TOTAL	5,270	6,200
Total Townhouses (250m ²)			1,800
Total Live- Work (250m ²)			1,600
TOTAL GFA			6,200
Carspaces Required			

Total Required	31
Carspaces Provided	
At Grade	
Basement / Deck	31
Street Parking	0
Total Provided	31